LITERATURE.

REVIEW OF NEW BOOKS. St. Elmo. By Augusta J. Evans. New

York: Carleton. Miss Evans has a very perceptible penchant for ragged little girls who are picked up in the street, adopted by wealthy, childless ladies, and win the hearts of all the gentlemen with whom they come in contact. Since "Beulah" was voted a success we have had a succession of "Beulahs," and now when another appears, under the title of Edna Earl, we think we are justified in our loss of patience. The authoress of "Rutledge" gave us three minor prototypes of that hero in her late novels. Charlotte Bronte was not content with one "Jane Eyre," but, like the scripture of old, she made Jane a type of a class. And now Miss Evans, after having plagarized "Beulah" from "Jane Eyre," repeats herself, under the euphonious, but rather too pretty to be natural, name of Edna Earl. Let us, however, sketch the plot.

Edna Earl, an orphan, and grandchild of

a blacksmith, starts on an expedition to make her living, at the mature age of twelve. She is peaceably going along in a railroad car, when the customary whistle, flash, crash occur, and-all is darkness. When she comes to, she finds herself at Le Bocage, a stately country-seat, whose mistress has conveyed her mysteriously from the scene of the accident. She is adopted into the family, which consists only of Mrs. Murray and her son St. Elmo, the hero of the novel, who might pass for a fair photograph of "Robert le Diable" or "Mephistopheles." He is about thirty years of age, utterly disgusted with life-a cynic, a skeptic, a brute, a gentleman who tyrannizes over women and servants, and vents his ill-humor on dogs and cattle, but who, we are assured, is grandly great, of extensive learning, with a weakness for Coptic literature, Eastern fables, and Grecian myths. Tears come into his eyes at the beauties of Ovid, but he declines to waste them on a doting and distressed mother. Such is the picture of the beau ideal of Southern gentlemanly excellence. He being thirty and Edna thirteen, it is only natural that he should fall in love with her. After showing his affection by cursing her and uttering dreadful maledictions, and exposing her to temptations, he suddenly leaves home, and is gone for four years, to the intense reller of every one. He returns unexpectedly, and exhibits his affection by breaking nearly every bone in Edna's body by his flerce embrace. Meanwhile she has aspired to literary fame, has contributed articles to magazines on such pleasing and feminine subjects as "Coptic Literature," "Who Smote the Athenian Gods?" and an essay on Druids. She has also conquered the hearts of several gentlemen, and several fortunes have been laid at her feet and refused. When she sees St. Elmo return, she feels she is in love with him, and when he offers to marry her, she, without any definite reason, declines his hand, and goes to New York as a governess. Here the editor of the magazine is caught in her toils, but shares the fate of his predecessor, also a travelling nobleman-result ditto. In fact, every eligible man is a suitor. Her way of refusing offers is neat and unique. She requests her lover to turn the conversation, and dilates for two solid pages on the mysteries of nature, or the fate of Alcibiades, or, if in a cheerful mood, on the flora of the post tertiary period. In fact, she is a confirmed pedant and blue-stocking. She retires, however, near Le Bocage to see a dying friend. St. Elmo tells her the story of his past life. He has killed a false friend; he has deceived half-a-dozen innocent girls; two have had hæmorrhages, and died from his unkindness; one has sought refuge in a numery, while he sardonically smiled at her when she took the veil; and with a few more blandishments and natural incidents of a gentleman's life, seeks to win Edna's heart. Again he is refused. She then has the heart disease, and he, with strange persistency, again renews his offer, and is accepted. As it is evident to every medical reader that she is in the last stage of pericarditis, and could not, if the symptoms be true as described, last many weeks, we do not think that the future prospect of the married couple dazzles us with its brilliancy or promise of happiness.

St. Elmo and Edna are surrounded with a multitude of characters, who are introduced to spread the story out, but are withdrawn every few chapters to make way for new arrivals. This continued changing of dramatis personæ is a grave fault, and shows want of confidence in the delineative powers of the writer, and certainly disgusts the reader. The opening chapter makes us believe that the duellist to whom we are introduced is to be a leading personage, until experience teaches us that he is of no account whatever. There is no proper arrangement of characters, and it is difficult for us to tell, from his introduction, whether an individual is to play the part of a star actor or is merely a upernumerary.

Again, it is strange that St. Elmo is everywhere where he should not be. Edna never seems to open a book but he is behind a curtain or lying beside a mummy watching her. Speaking of mummles reminds us that Miss Evans' ideas of a luxurious study are about the best things in the book. One more remark. It certainly does not add to the attractions of woman to see her take a lively interest in philology and Coptic literature; and to have some hundred pages of the novel devoted with didactic discussion, offers a premium to what the boys call "skipping" a dozen pages at a time.

To sum up our judgment, "St. Elmo" is

THE RESERVE TO BE 4 IN

is the old conventional novel of Sir Roberto 1 de Traveaux style of hero, in which the cenfascinating. The conversion of St. Elmo, and his acceptance of sacerdotal robes, is simply an absurdity, after his character is delineated as it is. In fact, "St. Elmo," though possessing considerable interest, is turgid, not elegant in style, pedantic and far-fetched, and if the authoress would take the advice of Mr. Waring, as given to Edna, to herself, she would learn how to make a much better novel than the best type of "St, Elmo" could ever hope to be,

AMERICAN LEAVES: NOTES OF THOUGHT AND LIFE. By Samuel Osgood. New York: Harper & Brothers. Philadelphia Agents: J. B. Lippincott & Co.

We confess a partiality for the essay. Under the form of a treatise can be imparted more real information, in a more pleasant style and with greater effect, than can be attempted either in the historical or romantic style of composition. A good essayist brings himself down as it were into a familiar friendship with his reader, which does away with all attempts at superiority, and opens the mind to receive what he has to say, without keeping up its fortifications of self-esteem against pedantry. One of the most pleasant of American essayists is Mr. Tuckerman. But Mr. Osgood also claims favorable notice. The work before us consists of a series of rambling thoughts too loosely scattered around, and touching on such every-day topics as "Our Old Pew," School Influences," "American Boys," "Fortunes," "Learning Statesmanship," "Off-Hand Speaking," and the like. The longest of these essays is on "Off-Hand Speaking," and it is probably the best contribution in the book. It impresses on the young reader the necessity of being a fluent extempore orator, but while giving sound advice as to its importance, deals in glittering generalities in regard to the means. The article on "Boys," a topic fraught with latent power, which should evoke the best abilities of the essayist, is not handled as we would have desired. The author forgets all about boys after the first few pages, and devotes himself to married life, small homes, and the danger to which the retail trade is subjected. All he says is very true, but has no immediate connection with the subject.

"The Flag at Home" is also a good essay, while we must place "School Influence" among the lowest in the scale of merit. The work, however, taking it altogether, is well worth perusal. It is pleasant, familiar, and inculcates nothing but recognized truth. We would like to see it in the hands of our young men. Those who have a false estimate of life, and look obliquely at the social distinctions created by a self-constituted caste, would do well to become familiar with the home truths of Mr. Osgood's teachings, and have some of their glass idols shattered by common sense. Most of the articles in "American Leaves" have appeared, within the last three years, in Harper's Monthly Magazine. GEM SERIES. THE SAPPHIRE. Edited by Epes Sargeant. Boston: Shorey. Phila-

delphia Agents: J. B. Lippincott & Co. Notwithstanding the mal-apropostitle given to the little work before us, it is possessed of considerable merit. It recommends itself solely because of the taste displayed in its compilation, for it makes no pretension to originality. A number of fugitive pieces, tales, poems, and the like, are thrown together. and made decidedly interesting reading. It is one of a series named from the "Onyx," the "Emerald," and all the precious stones. Why the one before us is called the "Sapphire," is one of the mysterie's into which we are not admitted.

JESSIE REED, AND OTHER POEMS. By Miss A. I. Ambler. Blue and gold edition. Philadelphia: S. D. Burlock, 1867.

This little volume is very suitable for presentation, and we are glad to recognize in several of the waifs signs of true poetic feeling. Miss Ambler is a very young lady, but she is not very precoclous, and therefore deserves the more credit for her efforts. The poems "Richmond," "Blind Bertha," "Charity," and several others, exhibit a delicate taste and aptness for versification. "Jessie Reed" is simply the little story of a nice little girl's heart, done up in neat little stanzas that will be read with pleasure by all the young Americans who may see it.

The book is beautifully printed, and the publisher has put it before the public in a very attractive style of binding, and as the work of a young Phlladelphia poetess, at least, the book should have a large sale.

HISTORY OF PHILADELPHIA .- Mr. Thompson Westcott, editor of the Sunday Dispatch, has commenced the publication of a "History of Philadelphia" in that journal. Mr. Westcott is eminently fitted for undertaking such a task. In addition to a familiarity, which few possess, with all the details of early Philadelphia history, he has a thorough plan of systematizing his work, which will greatly increase its value. His style is clear and graphic, and the subject to be treated one which has not been properly handled by any historian, Watson's desultory "Annals" being the only work on the same topic which can be called standard.

-An important international meeting of the booksellers and publishers of the three northern kingdoms-Sweden, Norway, and Denmarkwas recently held at Stockholm. The assembly numbered 145 members, and comprised, in addition to booksellers proper, printers and papermakers, a few men of letters, and among them Professor Arrhenius, of Stockholm, and Professor Das, of Christiana. One of the oddest results of the meeting was that, though each speaker spoke his own language-Swedish or Danish, as the case might be-they were mutually intelligible. "We understand each far beneath "Beulah" in literary ability. It other when we speak," said Professor Das,

"but that is not the care when we write; and a the reason is that when we write we are tral figure makes his crames and his principles pedantic." In a discussion which took place afterwards, on the right of an original author of a work to forbid translations, Wieselgren, one of the officers of the Royal Library int Stockholm, said that he considered translations from one Scandinavian language into anotheror rather into the other, as there are but two-to be altogether superfluous; and the observation was received with applause. The chief practical result of the meeting was the establishment of a common bibliographical organ for the Scandinavian North, under the title of Nordisk Boghandtertidende.

-Clarke & Co., Chicago, announce as now in press, and to be issued in a few weeks, "Patriotism of Illinois," Vol. II, completing the work of giving to the State a full record of the part Illinois bore in the great struggle between freedom and slavery, giving a history of the campaigns in which Illinois soldiers were conspicuous, sketches of distinguished soldiers, a history of each regiment from its organization to date of its muster out, list of Illinois soldiers who died at Andersonville and other Southern prisons, movements of the Sanitary and Chris tian Commissions, regimental rosters, etc. It will be illustrated by portraits of Governor Oglesby, Adjutant-General Fuller, Major-General Hurlbut, Major-General Grierson, Brevet Major-General Chetlain, Adjutant-General Haynle, Lieutenant-General Sherman, Major General Palmer, Brevet Major-General Brayman, Major George Costsworth, and others.

-Professor Maurice, the newly elected Professor of Casuistry, Moral Philosophy, aud Moral Theo'ogy, delivered his inaugural lecture in the Senate House, Cambridge. The Professor divided his subject into three heads, representing the several departments of his professorship, and tracing the history and functions of each one of them. In discussing Casuistry be took occasion to vindicate the term from certain misapplications of it, as he conceived them to be, and stated that Socrates and all who tried to solve the questions which arose in the mind on matters of conscience and opinion, were really and rightly casuists. Aristotle he considered to be rather a moral philosopher than a casuist. He gave an interesting sketch also of the opinions of the Mediaval schoolmen and of the Jesuits.

-Another new poet, named A. Gordon Middleton, has appeared. We quote at second-hand a specimen taker, we believe, from "The Pilgrim Poet:"-

"In day's golden stream the cockatoo's scream Resounds through the wooded glade, The bright parroquet, and the crow, black jet, For covert wing far to the shade.

"Kangaroos, upright, gaze, as with affright, To see a wanderer there, The foresters all hear the alarum call, And hie them to nest or lair."

"Mr. Middleton," says the Athenaum, benevo lently, "can write better lines than these."

-Mr. Hatley Frere, the venerable expositor of prophecy, died on the 8th of December, at the vicarage of Shillington, Bedfordshire. It was about 1812 that Mr. Frere first commenced the study of prophecy, and although the death of the First and Second Napoleons seemed at the time to have exploded his Napoleonic theory of interpretation, he adhered to it through all adverse appearances, and continued even to the last to look on the present Emperor of the French as destined to fulfil his explanations as to the downfall of the temporal power of the Papacy and the brief reign of anti-Christ, as preparatory to the restitution of all things.

-A book is about to be published by Didier, of Paris, which cannot fail to attract the attention of the political and literary worlds. It is the "Political Correspondence of the former President of the Council at Turin, who, after Novaro, saved at the same time the national independence and the constitutional liberty of his country, and who, with Count Cayour, was the chief author of the emancipation of Italythe Marquis Massimo d'Azeglio. His correspondence, written in French, embraces the important period of Italian regeneration, from 1847 to 1865.

-Widdleton has nearly ready, to appear in January, "Philip II," by Charles Gayarre, of which Mr. Bancroft says in an introductory note to the book, "that it is a work written with care and vivacity, with a mind superior to the influences of superstition, and comprehensive in its study of the causes and consequences of events." Mr.; Gayarre, Senator from Louisiana, is well known as the author of the history or that State-a new volume of which, embracing the American Domination to 1861, is to appear at the same time as "Philip II."

-Dr. Rhemhold Pauli, recently expelled from the chair of History at the University of Tubingen on account of his pro-Prussian sympathies, is engaged in bringing out a book to be called "Simon de Montfort, Earl of Leicester; the Founder of the House of Commons." Dr. Leitner, of the Lahore College, in India, has collected, in the central regions of Thibet, vocabularies of the hitherto unknown dialects of Kurdistan. He proposes to read next year, before the Geographical Society, an account of his travels.

-W. Carew Hazlitt is preparing for the press two volumes of the Old English Ballads, about one hundred and thirty in number. Now that Evans, and the older three-volume collection that preceded and no doubt suggested "Percy's Reliques," are out of the market. Mr. Hazlitt's new edition will be welcome. He will not include in it any of the ballads in Bishop Percy's folio, manuscript, now being printed under the superintendence of Mr. Hales, Professor Childs, and Mr. Furnival.

-Just now there are sold in Paris and elsewhere small packets of cards purporting to be "tickets for Heaven;" "billets d'entree pour leciel," They are published by authority, to wit, by C. Lataille, Editeur Pontificale, Rue Garanciere, Paris, and consist of sixteen embossed cards, on each of which is an engraving depicting the particular mode of reaching Heaven for which that ticket is good.

-M. de Lamartine has been appealing again to the public, asking them to subscribe to the first four volumes of his "Memoirs," which are finished and ready for press. In the event of his not living to complete the entire work,

these will form, he states, a separate series. -M. de Montalembert, it is announced, is convalescent, after his long and painful illness-The third volume of his "History of the Monks of the West" is just out. It is is inscribed, in a Latin dedication, to Lord Bunrayen, who accompanied the author during his visit to Ivna. given.

-The National Publishing Company of New York, announce for publication a work by the Hon, Alexander H. Stephens, entitled "A History of the Late War between the States-

Tracing its Origin, Causes, and Results," -Mr. John Morley has succeeded Mr. G. H. Lewes as editor of The Fortnightly Review, a periodical which, despite its name, is to ap" pear in future once a month.

-A collection of poems, by the younger poets of America, edited by Moncure D. Conway, will shortly be issued in London.

-"Emanuel Swedenborg : His Life and Writings," by William White, will be published -Mr. E. J. Eyre, late Governor of Jamaica, is

ousy on a "History of the Jamaica Insurrec-

Cardinal Cousset, Archbishop of Rheims. The French papers announce the death of this listinguished divine, in the Archiepiscopal Palace at Rheims, France, on the 22d of December, 1866. Cardinal Gousset was born in 1792. and, his father being a farmer, he labored at the plough before entering college to obtain a clerical education. Soon after being ordained as a priest he became known as a man of extensive learning and consistent plety. In he became Bishop of Periugeux, and on the death of Monseigneur de Latil, in 1840, was promoted to the Archbishopric of Rheims. In 1850 he was created a Cardinal. As a prelate of the Catholic Church in France he won a wide-spread reputation, and his death is regarded as ittle short of a calamity.

George III and the Barclaya.-The origin of Messrs. Barclay & Co., whose founders were linen-drapers in Cheapside, is rife with interest, It is related that on Lord Mayor's day, 1760, George III made a state visit to the city. There was, from political causes, some irritation among the people, and much tumult in the great thoroughfare between St. Paul's and the Bank, so that one of the borses in the royal car-riage became restive, and the King and Queen were in apparent danger. In this emergency, David Barciay (a Quaker) rushed to the rescue, and addressing the King, said:—"Wilt thee alight, George, and thy wife Charlotte, and come into my house and see the Lord Mayor's show?" The King, with many of his family, like Nicholas, the late Emperor of all the Russias, had a profound respect for the Society of Friends; he accepted the invitation of the draper, and went to the first floor, The cavalcade having passed, the Quaker went through the ceremony of introduction, which although opposed to the formalities in general, David Barclay on the occasion minutely performed—King George of England, Priscilla Barclay my wife—Priscilla my wife, George King of England, etc. On taking his leave the King most courteously invited the Quaker to visit him at the Palace of St. James. At the next levee, David Barclay went io court with his son John. When the King saw them he threw aside the restraint of etiquette, and gave David a hearty shake of the hand. One of the King's inquiries to David was, "What do you intend to do with your son John? Let him come here, and I will find him a good and profitable employment." This offer was, however, civilly, and perhaps wisely, declined. The descendants of David Barclay subsequently became great brewers as well as bankers, and founded the world-renowned firm of Barclay & Perkins. The two great banking and brewing firms are at the present time composed almost entirely of the descendants of the linen-draper's of Cheapside, who entertained George III.—

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At 5 P. M. for Lambertville and intermediate stations.
January 7, 1807. WILLIAM H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN, AND NORBISTOWN RAILROAD.
Ou and after THURSDAY, November 1, 1866, until further notice.

FOR GERMANTOWN.

Leave Philadelphia 6, 7, 8, 9, 10, 11, 12 A, M., 1, 2, 3 K, 33 C, 4, 5, 5 K, 6 10, 7, 8, 9, 10, 11, 12 P, M.

Leave Germantown 6, 7, 73 C, 8, 8 20, 9, 10, 11, 12 A, M., 1, 2, 3, 4, 45, 6, 65, 7, 8, 9, 10, 11 P, M.

The 8 20 down train, and 3 K and 5 K up trains will not stonen the Germantown Branch. stop on the Germantown Branch.

ON SUNDAYS.
Leave Philadelphia 9 ½ A. M., 2, 7, and 10½ P. M.
Leave Germantown St. A. M., 1, 6, and 9½ P. M.
CHESNUT HILL HALLE OAD
Leave Philadelphia 6, 8, 10, 12 A. M., 2, 3½, 5½, 7, 8.
und 11 P. M. and 11 P. M. Leave Chesnut Hill 7-10 minutes, 8,9-40, 11-40 A. M., 1-40, 8-40, 5-40, 6-40, 8-40, and 10-40 minutes P. M.

Leave Philadelphia 9 34 minutes A. M., 2 and 7 P. M. Leave Chesnut Hill 7 50 minutes A. M., 12 40, 5 40, and 25 minutes P. M. 9.25 minutes F. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia 6, 8 35 11 05, minutes A. M., 1½, 8
4½, 5½, 6½, 8 95 minutes, and 11½ P. M.
Leave Norristown 5 40, 7, 7 50 minutes, 9, 11 A. M., 1½
4½, 5½, and 8 P. M.
The 5½ F. M. train will stop at Falls. School Lane, Wis salickou, Manayunk, Spring Mills, and Conshohocken only
ON SUNDAYS.
Leave Philadelphia 9 A. M., 2½ and 6½ P. M.
Leave Norristown 7 A. M., 5 and 8½ F. M.
FOR MANAYUNK.
Leave Philadelphia 6, 8 35, 11 05 minutes A. M., 1
5, 4½, 5½, 6½, 505, and 11½ P. M.
Leave Manayunk 6 10, 7½, 8 20, 9½, 11½ A. M., 2, 5, 6½
8½ F. M.
ON SUNDAYS.

Consundays.

Leave Philadelphia 9 A. M., 214 and 6 M. P. M.

Leave Manayunk 756 A. M., 534 and 9 P. M.

W. S. WILSON, General Superintendent,

Debot BINTH and Gitten Street

RARITAN AND DELAWARE BAY BAIL
ROAD. On and after December 18, 1865, train ROAD.—On and after December 13, 1865, trains will run daily, Sundays excepted from Cooper's Point, Camden, opposite VINE Streat Ferry as follows:—
Il 30 A. M. Way Freight for all stations; passenger car attached 6:10 F. M - Through Freight for New York; passenger car attached.

Freight received in Philade phia at the Company's warehouse, No.: 250 N. DELAWARE Avenue, and is o'clock P. M., reaching New York carry heavt morning Freight boat leaves Pier No. 32, North viver, New York, foot or DUANE Street, daily, Sundays excepted, at 5 P. M., reach mg Phila leiphia carry next morning 'The 9 A. M., train 'rom Philade) phia, and the 11 A. M. train nom New York, are discontinued.

General Freight Agent, Red Bank N. J.

General Freight Agent, Red Bank N. J.

Superintendent, Red Bank, N. J.

E. H. CHIPMAN Agent,

NO. 330 N. DELAWARE Avenue, Phisocophia.

RAILROAD LINES.

PEADING RAIL ROAD
GREAT TRUBE LINE.
GREAT TRUBE LINE.
FENNSYLVANIA, THE BCHOYLERIA, SUSQUEHANNA, CUMBERIAND AND WYOMEN VALLEYS, THE NORTH, NORTHWEST, AND THE
CANADAS.

CANADAS.
WINTER ARRANGEMENT OF PASSENGER TRAINS,
October 8, 1806,
Leaving the Company's Depot, at THIRTEENTH and
CALLOWHILL Streets, Philadelphia, at the following

hours:— MORNING ACCOMMODATION,
At 7:30 A. M., for Reading and untermediate Stations.
Returning, leaves Reading at 5:50 P. M., arriving
Philadelphia at 9:10 P. M.
At 5:15 A. M., for Reading, Lebanon, Harrisburg, Polisville, Pinegrove, Tamaqua, Sunbury, Williamspett,
Elmira, Rochester, Singira, Falls, Buralo, Alientuwn,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg,
Hagerstown, etc. etc. Hagerstown, etc. etc.

This train connects at READING with East Pennsylvania Baliread trains for Allentown, etc., and the Lebanow Valley train for Barrisburg, etc., at FORT OFINYOR With Catawissa Raironc trains for Williamsburg, Leck Haven, Einira, etc.; at HARRISBURG with Morthern Central Cumberland Valley, and Schutchilland Gesquebanea trains for Korchumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

APTERNOON EXPERSS

Leaves Philadelphia at \$40 P. M., for Reading Potts, tile, Harrisburg, etc., connecting with Reading and columbia Railroad rains for Columbia, etc. READING ACCOMMODATION

READING ACCOMMODATION

Leaves Reading at 6-20 A. M., stopping at all way stations, arriving at Philadelphia at 9-40 A. M.

Returning, leaves Philadelphia at 4-30 P. M., arrives in Reading at 7-20 P. M.

Trains for Philadelphia leave Harrisburg at 8-10 A. M., and Pottsville at 8-45 A. M., arriving in Philadelphia at 1-00 P. M. Afternoon trains leave Harrisburg at 2-10 P.

M., Pottsville at 2-45 P. M., arriving in Philadelphia at 6-40 P. M.

146 P.M. HARRISBURG ACCOMMODATION
Leaves Reading at 750 A.M., and Harrisburg at 410 P.M. Connecting at Reading with Afternoon Association south at 6 30 P.M., arriving in Philadelphia at 910 P.M. P. M. and a second of the passenger car attached, leaves Philadelphia at 12.45 noon for Reading and all way stations. Leaves Reading at 11.30 A. M., and Downlingtown at 12.20 P. M., for Philadelphia and all way stations. All the above trains run daily, Sundays excepted. Sunday trains leave Pottsville at 5.00 A. M., and Philadelphia at 8 ib P. M. Leave Philadelphia for Reading at 8.00 A. M., reurning from heading at 4.25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downington and intermediate peints take the 7.50 and 8.10 A. M. and 4.30 P. M. trains from Philadelphia, returning from Downingtown at 7.00 A. M. and 12.30 noon.

NEW YORK EXPESS FOR PITTSBURG AND THE

NEW YORK EXPESS FOR PITTSBURG AND THE Leaves New York at 7 and 9 A. M. and 8 00 P. M., passing Reading at 1 05 and 11 55 A. M. and 1 48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad express trains-for Pittsburg, Chicago Williamsport, Elmira, Balumore, etc.

Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at 3 and 9 00 A. M. and 9 15 P. M., passing Reading at 4 49 and 10 02 A. M. and 2 45 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg, without change.

through between Jersey City and Pittaburg, without chinge.

A mail train for New York leaves Harrisburg at 2-10 P.

M. Mail train for Harrisburg leaves New York at 12 M.
SUHUYLKILL VALLEY BAILBOAD.

Trains leave Pottaville at 7 and 11-20 A. M., and 7-15 P.

M., returning from Tamaqua at 7-35 A. M. and 1-16 and 4-16 P. M.
SCHUYLKILL AND SUSQUEHA NNA RAILBOAD.

Trains leave Anburn at 7-50 A. M. for Pinegrove and Harrisburg, and 1-50 P. M. for Pinegrove and Tremont, returning from Harrisburg at 2-20 P. M., and from Tromont at 7-35 A. M. and 5-26 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Cunada.

The following tickets are obtainable only at the office of S BRADFORD, Treasurer, No. 277 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superistand dent, Reading:

dent, Reading :- COMMUTATION TICKETS. tamilies and firms.

Good for 2000 mice between all points, \$52.50 each, for families and firms.

SEASON TICKETS.

SCABON TICKETS.

For three, six, pins, or twelve months, for holders enly, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished cards entiting themselves and wives to tickets at half large.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket office, at THIRTERNTH and CALLOWHILL Streets.

Streets.

FREIGHT.

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5 50 A. M., 1745 neon, and 6 P. M., for Reading, Lebason, Harrisburg, Potaville, Port Clinton, and all points forward.

MALLS

Close at the Philadelphia Freat Office for all places on the

Close at the Philadelphia Foat Office for all places on the road and its branches at 5 Å. M., and for the principal tations only at 3-15 P. M. PREIGHT LINES FOR NEW YORK AND all the Stations on the CAMDEN and AMBOY and connecting Railroads. INCREASED DESPAYCH.

THE CAMDEN AND AMBOY RAILROAD AND TRANSPORTATION COMPANY FREIGHT LINES for New York will leave WALNIT Street Wharf at 6 o clock P. M. daily (Sundays excepted).

Freight must be delivered before 4½ o'clock, to be forwarded the same day.

Returning, the above lines will leave New York at 19 noon, and 4 and 6 P. M.

Freight for Trenton, Princeton, Kingston, New Brunswick, and all points on the Camden and Amboy Railroad; also, on the Belvidere, Delaware, and Flemington, the New Jersey, the Frechoad and Jamesburg, and the fluringten and Mount Holly Railroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Railroad connects at Phillips.

lingten and Mount Holly Kaliroads, received and forwarded up to 1 P. M.

The Belvidere Delaware Railroad connects at Phillipsburg with the Lehigh Valley Railroad, and at Mannakachonk with all points on the Delaware, Lackawanna, and Western Railroad, forwarding to Syracuse, Buffain and other points in Western New York.

The New Jersey Railroad connects at Elizabeth with the New Jersey Railroad connects at Elizabeth with the Morries and Essex Railroad.

A slip memorandum, specifying the marks and numbers, shippers and consignees, must, in every instance, be sent with each load of goods, or no receipt will be given.

N. B.—Increased facilities have been made for the transportation of live stock. Provers are invited to try the route. When stock is furnished in quantities of two carloads or more, it will be delivered at the foot of Ferriteth street, near the Drove Yard, or at Pier No. 1, North River, as the shippers may designate at the time of shipment. For terms, or other information, apply to

Wallter Freedman, Freicht Agent,

1 18 No. 226 S. DELAWARE Avenue, Philadelphia.

1866.—PHILADELPHIA AND ERIE RAIL.
ern and Northwest Counties of Fennsylvania to the City
of Erie on Lake Erie. It has been leased and is operated
by the Fennsylvania Railroad Company.
Time of PASSENGER TRAINS AT PHILADELPHIA.
Arrive Eastward—Erie Mail Train, 7.A.M.; Erie Express
Train, 1-20 P. M.; Elmira Mail, 5-0 P. M.;
Leave Westward—Erie Mail, 9 P. M.; Erie Express
Train, 1-20 r. Elmira Mail, 8-00 A. M.
Passenger cars run through on the Erie Mail and Express
trains without change both ways between Philadelphia
and Erie.

and Eric.

NEW YORE CONNECTION.

Leave New York at 9 A. M., arrive at Eric 10 00 A. M.
Leave New York at 8 00 F. M., arrive at Eric 715 F. M.,
Leave Eric at 530 F. M., arrive at Eric 715 F. M.,
Leave Eric at 540 A. M., arrive at New York 10 0 F. M.
Leave Eric at 540 A. M., arrive at New York 10 10, A. M.
Elegant Sleeping Cars on all the night trains.

For information respecting passenger business, apply at
corner THIRTIETH and MARKET Streets, Phila.

And for freight business, of the Company's Agents, S. B.,
Kingston, Jr., corner Thirteenth and Market streets,
Philadelphia; J. W. Reynolds, Eric; William Brown,
Agent N. C. B. R., Baltmore,
H. H. HOUSTON, General Preight Agent, Phila.

118 A. L. TYLER, General Sup., Williamsport.

WEST JERSEY RAILROAD LINES, FROM

VEST JERSEY RAILROAD LINES, FROMfoot of Market Street (Upper Ferry).
LEAVE PHILADELPHIA AS FOLLOWS:—
For Bridgeton, Salem, Millwille, and all intermediate
stations, at 8 A. M. Mail., 9 50 P. M., Passenger.
For Woodbury, 8 A. M., 8 30 and 6 P. M.
For Cape May, at 8 50 P. M., Passenger.
Woodbury at 7 15 and 8 40 A. M., and 4 64 P. M.
Bridgeton at 7 55 A. M. and 8 50 P. M. Freight, 6 30 P. M.
Bridgeton at 7 55 A. M. and 8 50 P. M. Freight, 6 10 F. M.
Millwille at 6 55 A. M. and 8 50 P. M. Freight, 6 10 F. M.
Cape May at 11 55 A. M., Passenger and Freight
Freight will be received at First Covered Wharf
above Walnut street, from 9 50 A. M. until 5 50 P. M.
That received before 7 50 A. M. will go through the same day.
Freight Delivery, No. 228 B. DELAWARE Avenue,
1 18
WILLIAM J. BEWELL, Superintendent.

POR NEW YORK, VIA RARITAN AND DELA-WARE BAY RAILROADS, From Ferry foot of VINE Street, Philadelphia. 6P. M. Freight for New York, and points North or 11 A. M -Way Freight.

Goods delivered at Company's Depot. No 320 N. WHARVES, Philadelphia, by 5 P. M., will be forwarded by this line, and arrive in New York at 5 o'clock next morning.
Freight received at Pier No. 32 North River, N. Y.,
by 4'30 P. M., will be ready for delivery in Philadelphia

carly the following morning.

FARE TO NEW YORK, TWO DOLLARS.

Ticket Office, Vine Street Ferry.

For further information apply to Company's Agents.
R. H. CHI'MAN. Freight Office and Depot. No. 320

N. WHARVES, Philadelphia.
J. B. burt. Plor Ho 32 North River, foot or DUANE treet, New York.

Or at General Federal and Rever. Biret, New York
Or at General Freight and Passenger Office, Philadelphia, No. 411 CHEB NUT Street.
WILLIAM N. CLAYFON,
Superindendent, Rad Bank, N. J.
C. HASTY
General Freight Agent, Red Bank, N. J.
T. REENT SWEARING, V.